

# WASHINGTON CITY.

TUESDAY MORNING, JUNE 1, 1858.

## Business Notice.

As the business of the Union establishment, in view of the proposed change in its terms, will be continued strictly on a cash basis, all accounts for the collection of subscriptions for the Union are discontinued. No payments should be made to agents after this date, except to Mr. W. C. Loomis, Jr., who is authorized to make collections in Baltimore, Maryland, and Virginia.

## SEARCH BY BRITISH CRUIZERS.

It is currently reported, upon what authority we do not know, that Lord Napier, the British minister, has despatched orders to the British naval command, on the Halifax station to forward at once to Admiral Stewart, commanding her Majesty's Gulf squadron, instructions to discontinue the practice of search till specific instructions can be received from the home government. If the rumors alleged to have any foundation, although they are hardly to be said to bear directly upon the main question, they may nevertheless be regarded as peculiarly significant of the fact that the resident diplomatic agents of the Queen's government in this country have become sensible, at least, of the strong and irrepressible repugnance of the whole American people against the exercise of any act of jurisdiction by vessels of war over American merchant ships.

## TROUBLE AHEAD.

The new process of making parties establishes rules and conditions of allegiance "breathing into them the breath of life," and is exciting great attention amongst the republican press. We have before us the proceedings of an anti-Lecompton-Pillmore-Haven-Schorgs-American-anti-slavery-abolition-anti-Masonic mass meeting at Buffalo, at which resolutions were unanimously adopted in favor of a complete reconstruction of parties. The Buffalo meeting took place on the 27th ult.; and, strange coincidence it may be, the Ohio State Journal on the same day says:

"Some people seem to imagine that parties can be made, dissolved, and reconstructed with as much facility as a litho and active boy can turn a somersault. This is a great mistake. Parties are not made, but grow. They cannot be made, they may die, or, by folly or perversity, be killed. We speak, of course, of parties having vital principles—not of ephemeral organizations."

It is due to the Journal that we should add that in the next paragraph to the foregoing it facetiously remarks, "The republican party is a party of principle." It is then understood that the Buffalo Schorgs-American movement is repudiated by the Chase branch of the Ohio republicans, on the ground that parties cannot be "made, dissolved, and reconstructed," but must have a regular conception, growth, and manhood. We concur with the Journal. There is no vitality or soul in an organization gotten up by resolutions; it is only a doll-baby affair with a full moon face. The difficulties certainly increase in the way of reconstruction.

**OUTRAGES IN KANSAS.**—The Albany Evening Journal fiercely denounces the declaration that the free-State party in Kansas are responsible for the outrages committed by the robber Montgomery band. The New York Times is "afraid the Journal will not be able fully to relieve that party from all responsibility in the premises," and reminds the Journal that Montgomery is an officer in the Kansas militia, organized under a law enacted by the free-State party, "of which Jim Lane is the commander-in-chief." Of course, Montgomery is one of the free-State militia, acting under orders, most likely, from the meek Dr. Cheever and the Rev. Mr. Beecher, through "the commander-in-chief of the Kansas militia," the redoubtable Lane himself.

We beg to remind our New York and Albany friends, that the free-State party in Kansas have never been remarkable for their attachment to laws and their obedience to the powers that be. Montgomery and his party are acting consistently. The free-State men resolved, added and endorsed by the negro-worshippers all over the North, that they would not recognize the validity of the territorial government and laws. Since then they have come into the possession of that government; but Montgomery took them at the word and is fighting, not the battle in the true spirit of treason which controlled the whole concern a year or two ago. The denunciation of Montgomery then by the black-republican press, can not help regarded as an act of treachery to him.

## MOVEMENTS OF THE MORMONS.

It is not a little significant that no official confirmation has yet been received at Headquarters or at the War Department of the recent news of the reported capitulation of the Mormons. It is not doubted, we believe, by the officers of the government, that Governor Cumming has entered Salt Lake City by invitation of the Mormon leaders; and that the rest of the budget of news purporting to have arrived in connexion with the intelligence of the governor's movement is not credited in official quarters. Whether the alleged entrance of Governor Cumming into Salt Lake City was intended by the Mormon leaders as a *ruse de guerre*, upon Congress in the expiring fortnight of its session, and as a basis for erecting the fabric of false intelligence which has come along with it, designed for the deception of Congress; or, whether the measure was resorted to by those leaders to subvert some local purpose of domestic discipline and deception, is yet to be ascertained.

But while no confirmation of the pacific news has been received here, a great abundance of belligerent news is constantly arriving. As a sample of the news of this sort which is coming to the officers of government in this city, we publish the following, which is selected, because the writer of the letter from Nebraska Territory is personally known and implicitly confided in by the public functionary to whom it is addressed, and by whom we are permitted to copy it:

**NEBRASKA, DODGE COUNTY, NEBRASKA, TERRITORY, May 19, 1858.**

Accompanying I enclose to you a communication, clipped from one of our territorial papers, the author I know not. I send it to you because it embodies facts concerning the Mormon emigration this season across the plains. These, as there described, are daily passing up the Platte valley (north side route) and will continue so, probably, until late in June. This route is the regular, or old "Mormon trail," and if, after resting at their rendezvous, some seventy miles to the westward of this, they conclude to continue on their march to Salt Lake, the route they travel will be a different one from that pursued by the army—namely, passing over many fords, and crossing the country occasionally over to the military route to attack and plunder trains, etc.

and fighting men already, and that of late, mounted companies are starting for Utah, and are well prepared for "military" and "civil" service.

These facts will show that the Mormon trail is the calling your attention to a matter of some concern to the frontier, and which may be eventually of interest to the War Department.

## THE MORMON QUESTION.

(For the Omaha Times.)

**ELKHORN, May 5, 1858.**

Mr. Editors: In your paper of a late date, I find an article under this heading, signed "Fair Warning," which attracted my attention. I think your correspondent has overrated the danger to be feared from the Mormons, but some of the facts stated by him are known to many.

Here in Elkhorn we are directly upon the route for Salt Lake, and can form a fair estimate of the number of Mormons now crossing the plains. I can state of my own knowledge that the Mormon emigration this season is very large—at this point there is hardly an hour in the day when there is not a Mormon train in sight. These trains in most cases will be composed of from ten to twenty men—but some are larger, and one has been known to contain one hundred and sixty men. No women or children are seen with the trains—they do not encumber themselves with any baggage except that the most necessary. Horses and mules are used almost entirely—oxen more rarely—and hand-carts not at all. The desire seems to be to move in the most speedy manner.

In conversation with an intelligent Mormon a day or two since, he stated that the number of Mormons which would during this season cross the plains, would be fully equal to the number of troops in the Utah army. This large number of emigrants, armed and equipped as they are, and strong enough in themselves to give battle to the defensive force of Brigham Young. These trains are all well supplied with guns, pistols, and ammunition. Whether they propose to make any attempt to annoy Uncle Sam by cutting off some of the supply trains, now on the way to Utah, or to commence hostilities against the army before joining their brethren in Salt Lake, remains to be seen.

It is not greatly desirable that these trains should be stopped, and these reinforcements to the Utah army deviated from their course? It is evidently so—and I think that if the intention of the President was called to this matter, a body of U. S. troops would be stationed at this point immediately, with directions to examine all trains proceeding West, and to detain such as might seem to be endeavoring to give "aid and comfort" to the Mormon rebels.

## THE NAVY OF THE UNITED STATES.

We commented the other day upon the insufficiency of our army for the arduous, dispersed, and varied service required of it; and showed that, while the country had doubled in magnitude and in all the elements of greatness during the last sixteen years, her arms of defence had remained almost as they were at the commencement of this marvelous period of industrial expansion. Turning to our navy, we shall find the disparity between its effective force and the service required of it even greater than in the case of the army. We shall not enlarge upon the duties required of the navy. They are as universal as our American commerce. They cover every ocean and embrace every port and roadstead of the commercial world. While its duties are thus infinite, let us see how diminutive is the navy itself. It is an easy matter to enumerate every vessel that it embraces, and to count every gun that it carries. We have endeavored, from the best information within reach at the moment, to make out a statement of its vessels-of-war, and to append such remarks as will show the available value for war purposes of each and every one of them:

**Sailing Vessels in Commission and Ordinary.**

Pennsylvania, 120 guns; Columbus, 80 guns; Delaware, 84 guns; North Carolina, 84 guns; Vermont, 84 guns.

None of these are fit for sea in their present state. Each of them would have to be razed into 40 or 50-gun frigates. None of them have been to sea for years, except the Ohio, during the Mexican war. The Constitution, Potomac, Brandywine, Columbia, Baritan, United States, St. Lawrence, Congress, Sabine, and Santee.

These were all 50-gun frigates. The Constitution is undergoing repairs, and is to be razed to 24 guns, 8-inch and 10-inch. The Potomac, Brandywine, Columbia, Baritan, and the United States require large repairs, and can only be made effective by being razed to sloops of twenty-four guns. The St. Lawrence is in commission on the Brazil station, and would avail very little in active service. The Congress is a large, fine vessel, but is at present dismantled, and repairing, and cannot be made immediately effective for service. The Santee and Sabine are both new frigates of about 2,000 tons, with guns of 8-inch and 32-pound calibre. They are of the old fashion, and by no means a match for the English vessels of modern build.

Cumberland, 24, on the coast of Africa; Savannah, 24, in the Gulf; Constellation, 24, in the Mediterranean; Macedonia, 24, ready for sea, at Boston.

All these are large fine ships, mounting very heavy guns, and are of the class best calculated to do good service in battle.

Saratoga, 22, in ordinary; Germantown, 22, in China; Portsmouth, 22, on the return from China; St. Marys, 22, in the Pacific.

These are all first-class vessels, large, heavily armed, and capable of doing good service.

**Plymouth.**

This is an ordnance ship and a large, fine vessel. Falmouth, 20, in Brazil; St. Louis, 20, in ordinary; Vandell, 20, in the Pacific; Cyren, 20, in ordinary; Levan, 20, in ordinary; John Adams, 20, in ordinary; Vincennes, 20, in the African squadron.

These are all old vessels, built under the acts of '24 and '37; they have been largely repaired, and are by no means first-class ships.

Dale, 16, on the African station; Decatur, 16, on the Pacific; Preble, 16, practice ship; Marion, 16, Africa.

These are small, old-fashioned vessels, not of the class of ships required in modern service.

Brig Bainbridge, 6, Africa; Brig Perry, 6, Brazil; Brig Dolphin, 4, Gulf.

These are very inferior vessels, and would be almost useless in active service.

F. Cooper.

This vessel was bought for exploring service and would be of little avail for war purposes.

**Steam Vessels.**

Niagara, 12, in England; Brooke, 40, repairing; Colorado, 40, in the Gulf; Walcott, 40, in the Gulf; Merrimack, 40, in the Pacific; Minnesota, 40, in China; Franklin, 40, building; Stevens, building for harbor defense.

These are new steamers of the largest size, mounting 8, 9, and 10-inch guns, and would be a full match for any 100 gun-ships in the English navy. They are all Screw Propellers.

San Jacinto, 13, on the return from China.

This is a very fine and effective screw steamer.

Harford, Richmond, Lancaster, Norfolk, and Pensacola.

These vessels, when about, will form a valuable addition to the Navy, being large screw steamers, averaging 2,000 tons, and heavily armed. It will, however, require several months to get them ready.

batan, 9, in China; Maryland, 15, in China; Sagadahoc, 9, in the Pacific.

These are fine and effective paddle steamers, and capable of good service.

Fulton, 5, in the Gulf; Michigan, 1, in the Lake.

Both of these are good new ships—fast and effective.

**IRON STEAMERS AND SCHOONERS.**

Water Witch, in the Gulf—a very small paddle steamer.

Massachusetts, 9, in ordinary, San Francisco.

John Hancock, 2, in ordinary, San Francisco.

Neither of these vessels is very effective. The Massachusetts was a transport vessel during the Mexican war.

Warren, Princeton, Independence, Fredonia, Supply, Release, Allegany.

All of these are receiving and store-ships, and are of little avail as ships of war.

**Active Force.**

Line-of-battle ships: 10. None available.

Frigates: 10. 3 serviceable.

Sloops: 21. All fit for active service.

Brigs: 3. All in service.

Schooners: 1. Unusable.

Screw steamers, 1st class: 5. 1 ready for service.

Do do do 2d class: 2. Building.

Do do do 3d class: 4. Inferior.

Do do do 4th class: 1. Inferior.

Side-wheel steamers: 7. Effective.

**Actual Available Force.**

Frigates: 3. 150 guns.

Sloops: 21. 358 do.

Brigs: 3. 16 do.

Steam frigates: none. 5 173 do.

Do sloops: do. 1 13 do.

Do brigs: do. 2 11 do.

Paddle steamers: 7. 39 do.

Total number: 42 789 do.

Thus it will be seen that the government is prepared to send to sea at once in case of war only 42 vessels, sail and steam, of all classes, carrying 789 guns. In addition to these, it has at disposal 5 or 6 small steam vessels in the revenue and coast survey service. None of which, however, are fit for war purposes except the Harriet Lane, a new paddle cutter of 650 tons.

We have not room for a detailed statement of the British naval force, or that of other European powers. The statement of a few general facts, however, will be sufficient to show the enormous disparity between the little navy we have enumerated in the foregoing paragraphs, and that by virtue of which Britain claims the empire of the seas.

Great Britain has some ninety vessels of the line, carrying from seventy-two to one hundred and thirty guns, the majority of them screw steamers. Her sailing vessels of the line are most of them in disuse, being used for receiving, store, and transport ships. Her screw propellers of this class carry long thirty-two's, and eight-inch guns, and one ten-inch pivot-gun. She has some thirty large screw frigates, carrying heavy guns, most of them 8-inch. She is also building a class of steamers, several of which are in the water, designed to cope with our own new vessels of the first class.

Her present class of screw-sloops are large vessels of from one thousand two hundred to two thousand tons, carrying from twelve to twenty-four heavy 8-inch guns, with one pivot-gun. She has about two hundred and fifty light steam vessels, all screw, divided as follows: Despatch vessels of six hundred and fifty tons, and three-hundred horse power each, carrying two or four thirty-two pounders, and two pivot eight-inch guns. A class of vessels of about four hundred tons, and one-hundred horse power, carrying two howitzers, and one eight-inch pivot. Her third and most effective class of vessels are small screw gun-boats, ranging from two hundred to three hundred tons burden, with from twenty to sixty-horse power, carrying a light eight-inch gun or long thirty-two pounder, and one or two twenty-four or thirty-two pound howitzers. Besides these, she has between forty and fifty paddle-steamers, of various sizes; from the Terrible, of one thousand eight hundred tons and twenty guns, to the Pigmy, of fifty tons and one gun.

From this statement it will be seen, that if she has men to man them, Britain can place thirty screw steamers of the line, twenty screw frigates, forty screw sloops, and one hundred and fifty lighter steam vessels on any Atlantic coast, without decreasing the strength of any one of her fleets on other stations, and still have a large force to hold in reserve. But we must take into consideration, that, in case of war with us, she would have largely to increase all of her fleets in order to protect her commerce and colonies from the attacks of our privateers. Another point claimed against her by France is, that her naval officers, with few exceptions, are not scientific and well-educated in their profession. They go through no such course of training as in the American and French navies. Still, the British navy is most formidable, and contains at all times a large reserve force of over three hundred sailing vessels, most of them modernized, and capable of being easily converted into steamers.

## ARIZONA.

We have several special communications from citizens of Arizona, giving accounts of murders, robberies, and assassinations; and complaining bitterly that the military government of New Mexico affords them no adequate protection. These persons claim, it is known, from Congress an act authorizing the establishment in their Territory of the usual Territorial government. It is perhaps too common amongst our own people to regard with indifference the fate of distant people situated away off in the interior of the Continent. Disorders, assassinations, and robberies are of course to be expected amongst a people where no rules exist which are capable of enforcement; and we have no doubt at all of the justice of the complaints we receive from the people of Arizona, that their rights and personal safety are constantly put to hazard by reason of the fact that they are made to depend wholly upon military aid from a distant point. Indeed, military government is an impossible rule amongst the American people wherever they may be.

The position of Arizona on the line of communication between the southwestern States on the eastern side of the mountains and the States and Territories of the Pacific is one which cannot fail very soon to command the earnest attention of Congress. Indeed, those who have studied the rapid progress of population westward, and the extension of our frontier limits fifty and sometimes a hundred miles a year, cannot fail to see that at an early day the duty will be devolved upon the federal government to provide adequate protection and law for the whole interior of the continent.

It is now arranged to establish, for instance, an

overland-rail communication with the Pacific States. This decision on the part of the Post Office Department carries with it the duty of protecting the route fixed upon, and, to some extent, the emigrants who are certain to inhabit the entire line of mail service.

We shall, at leisure, furnish the best information in our power in regard to Arizona and the entire exterior region, which is now so soon to come specially before Congress.

## ACCIDENT TO THE GOLDEN GATE.

We have given the news by the *Moses Taylor* from California and Central America. The steamer was delayed one day by a very serious accident to the mail-steamer *Golden Gate* on the Pacific. We learn from a passenger that she broke her centre shaft about four hours after leaving San Francisco. Her machinery was disengaged in four hours, and in thirteen hours afterwards she had returned to San Francisco. A substitute, the "Sonora," was at once prepared for the trip, and although her machinery was apart at the time, by the employment of several hundred extra men who were prepared and coaled and left San Francisco with all the passengers at 6 p. m., on the 7th May. She reached Panama early on the 21st May, just one day later than required by the time table if leaving on her regular day.

This is remarkable despatch in the preparation of the steamer, and due entirely to the great resources of the Pacific Mail Steamship Company. The importance of the news makes it probable, and all the more creditable, for the breaking of a centre shaft is a very serious accident.

## NEWS BY TELEGRAPH.

**Later from Kansas.—Meeting of the Kansas Commissioners.—Election Day Fixed.—A Rumored Battle.**

**LEAVENWORTH, May 29.**—The board of commissioners appointed under the act of Congress of May 4, was convened at Leavenworth, May 24th. Present—J. W. Denver, governor; Hugh S. Walsh, secretary; C. W. Babcock, president of the council; George W. Dethler, speaker of the house; and Wm. West, district-attorney. The members of the board were sworn in by Judge Cato. A committee of three was appointed by the chair to propose the programme for conducting the election provided for by the Kansas bill, to report at the next meeting, to take place on the 31st instant.

On motion of C. W. Babcock, it was unanimously agreed that the election ordered by the act of Congress shall take place on the first Monday of August next. Adjourned.

Governor Denver arrived here this evening.

**The British Aggression.—Indignation Meeting at New Orleans.**

**NEW ORLEANS, May 29.**—At the meeting of the Common Council held yesterday, a series of resolutions were read, authorizing the Mayor to equip and send an armed vessel against the British cruisers in the Gulf.

To-day a great indignation meeting was held in the Arcade, called for the purpose of considering the propriety of sending an armed vessel to the Gulf. Not less than five thousand persons attended the meeting, at which General Greeley presided, and Col. A. T. Turner acted as secretary.

After several eloquent speeches, resolutions were adopted, recommending every vessel before leaving this port, to arm and equip so as to offer every resistance possible to the British cruisers. Great enthusiasm was displayed.

**The Spanish Fleet off Ten.**

**NEW ORLEANS, May 29.**—The steamer *Philadelphia* arrived to-day via Havana, bringing the California mails and announcing that continued outrages of British cruisers had caused such intense excitement, that Capt. Concha had despatched a Spanish war fleet to intercept between British guns and the violation of the sovereignty in Spanish waters. Lively times are anticipated.

**Attempt to carry off Slaves Defeated.**

**PARANAPU, May 31.**—The schooner *Kenzia*, of Wilmington, Delaware, cleared from this port on Saturday night, with a cargo of wheat. Several slaves were missing this morning, and a steamer was chartered and sent after the schooner, which was discovered on the edge of New York City. Five slaves were discovered on board, and the captain, crew, and slaves were all brought back and lodged in jail. On the arrival of the steamer not less than 2,000 persons were on the wharf, and with much difficulty restrained from violence.

**Death of Major Walker.**

**St. Louis, May 29.**—Major Walker, paymaster United States army, died at his residence in this city last night. He was buried with military honors at Jefferson barracks this afternoon.

Major Walker was born in Vermont, and entered the service in July, 1819. He was commissioned as paymaster, with the rank of major, in December, 1839.

**Slave Excitement at No. 10.**

**NORFOLK, May 30.**—There is great excitement here in consequence of abolitionists running off slaves. An indignation meeting was held last night, and Captain V. Mott and W. Dunnington were ordered to leave the city or be tarred and feathered.

**No Steamer.**

**RIVER DE LOUR, (Canada), May 31.—6.30, p. m.**—The S. Indian, from Liverpool, now fully due, has not arrived.

**Markets.**

**NEW YORK, May 31.**—Sales cotton 700 bales, prices irregular and nominal. Walting steamer. Flour firm—15,000 bbls.; State, \$3.75 to \$3.85. Ohio advanced 5 cents—\$4.35 to \$4.45. Wheat steady—25,000 bushels; southern white, \$1.28; western red, 95 a 94 cents; Milwaukee Club, 79 a 86 cents; Ohio Spring, 73 a 82 cents; Corn dealer—42,000 bushels; white, 70 a 72 cents; yellow, 77 cents. Prime pork, 5 cents lower—quoted \$14.25; mess, \$17.75 to \$17.90. Lard buoyant. Whiskey, 214 cents. Sugar quiet—Muscovado, 54 a 61 cents. Coffee quiet—101 cents. Spirits of turpentine steady—45 cents. Rice firm. Freight steady.

**THE LIVINGSTON SENTINEL.**

We receive in exchange a spirited democratic paper with the above title, published at Danville, N. Y., and edited with much tact and ability by Harry O. Page, esq. There is a great deal of work to be done in western New York by the democracy, and it is by the aid of such discreet and spirited journal, as the *Sentinel* that the democratic party is to be strengthened and built up in that locality, where the editor truly observes, "the misanthropic black-republicanism obscures the mental vision of men, and makes them blind to calumny and reason and their own nobler sense." A very worthy and commendable ambition is manifested by the editor in maintaining his press where the odds are so heavily against the democracy, and where repeated unsuccessful efforts have hitherto been made to establish a democratic press. We hope to see the *Sentinel* sustained, that it may continue to labor in the good work it has undertaken, and which it is doing so well.

The proposition which was broached in the Louisiana legislature, to introduce African coolies into that State, has been denounced by nearly all the journals in the State. It was the absurd hoax, that the Louisianians were actually leading caravans of Africans for their plantations, which induced the British cruisers to overhaul every American vessel now in the Gulf. After reading the Georgia hoax, a genuine John Bull can swallow any American absurdity, especially if it reflects upon the character and standing of the people and their institutions.

**THE CONDITION OF FRANCE.**—It is stated that Louis Napoleon, with wise forethought, has been preparing for possible contingencies by making investments in England and the United States. It is stated, also, by the Paris correspondent of the *Manchester Guardian*, that his aunt, the Grand Duchess Stephanie, of Baden, has left Paris, seriously alarmed at the position of things; and that she considers the state of France sufficiently unsafe to have taken out of the country the sums of money she has invested in it.

## FROM OUR OWN CORRESPONDENT.

New York, May 30, 1858.

The debate in Congress yesterday on the British aggression has given universal satisfaction here. The sentiments expressed by men of all parties in the Senate accord exactly with those which are expressed at every street corner in this city by all classes of our population, and, I confidently believe, with those of the entire American people. Even those journals which have lately devoted a considerable portion of their space to elaborate articles justifying the course pursued by the British officers in the Gulf, and arguing that the right of visitation is quite legitimate as compared with the right of search, which is improper, are beginning to find that the people "won't stand it," and are gently receding from their pro-British position. The ingenuity of the editors of these journals may gain a few converts to the new "people's party of the Union," but it will persuade a few to be true in the bargain, and of Brigham Young's "may" question their credulous friends to believe that the Kansas justice will be a good card in 1860; and may even persuade a few to think that a dissolution of the Union is necessary in order to draw the teeth of the "aggressive slave power;" but it falls completely to convince any portion of the American people that being kind and bullied by a foreign power is pleasant, or that to be borne unthinkingly or that, if their taste is so depraved that they think the conduct of the British officers insulting, they ought to submit patiently, and not only not kick back, but say, "I know you mean it kindly, though it hurts, rather."

It is avoiding how very self-petroleum are the views expressed by some of the most lofty and conservative of our fellow-citizens—men who, in the enlightenment question, were the loudest in their depreciation of the dismissal of Crampton and the consuls. It is not often that Senator Seward says or does anything which is approved by the democracy of New York, but he all but did so in his speech of yesterday, and particularly that part where he says: "The United States set out with the intention to be equal with any nation, and cannot permit an assertion of superiority by any power, even in the modified form of visitation—the right of search and visitation being synonymous with the right of search and visitation, which has been despatched to the Gulf is inadequate to perform its duty efficiently, even as a preventive force, and the desire is daily gaining ground that the Wash, Fulton, or some one of the more powerful ships of the American squadron, should send the Sixty or the Buzzard, and bring the intruder American port, and waiting for any further explanation. The resolution giving increased powers to protect our flag and maintain American rights on every land and sea, are decidedly popular, and it is generally hoped that they will be passed by large majorities of both houses of Congress.

The officer at Castle Garden, whose duty it is to make inquiry into the emigrants' means, says that there is the most marked difference in the manner in which the emigrants of the different nationalities reply to his queries. The Emerald Islanders invariably say that "troth they are mighty poor entirely, and that sorta ha'penny have they for themselves, the wife, and six children, if they don't get it from the emigrant, they can't get it from the emigrant." The men who say this have been taken to the emigrant, and have often five, six, and even a thousand dollars in their pockets. The Germans, when asked as to their money, generally state that they have enough to keep them, and no more, and almost invariably state their means to be far less than they really are, while they sedulously avoid the question of indigence, and never say "men what right the most has to be speering after his siller?" but when, after great questioning and cross questioning, he is persuaded that the inquiry is harmless, he shows to a penny what he possesses. John Bull always represents himself as an millionaire, and the purpose of his visit to America is to buy a real estate for investment. The most inconsistency of his arrival in the store of an emigrant ship, with the fact of his great wealth, he always explains by stating that he came out in that way with the benevolent idea of improving the condition of the emigrant, or that he was anxious "to see life."

The Leader, a weekly paper, ably edited by Alderman Clancy, of this city, is publishing a series of sketches of our leading demagogues. Isaac Fowler was faithfully "done in pen and ink," a couple of weeks ago, and Samuel P. Butterworth, the superintendent of the assay office, is well and truly drawn in the same manner. Any one who knows Mr. Butterworth could easily recognize the likeness were he to hear the article read with the names, places, and dates omitted. I give you the concluding paragraph, convinced that you will agree with me that it is the truth, the whole truth, and nothing but the truth:

"Mr. Butterworth has been confined at the head of the Assay Office of the present administration, much to the satisfaction of the people. He is a gentleman of frank and open manners, and consequently liked by all who come in contact with him. He is a man of industry and iron nerve, and is very much interested in the affairs of the city. He is a very intelligent man, and besides his reputation as a politician, a lawyer, and an able and elegant writer, he is also the author of a good husband and father, and a large-hearted and generous man."

The California news by the *Moses Taylor*, which arrived here yesterday with San Francisco dates of the 5th instant, is unimportant. The accounts from the mining districts are very favorable, and there is a good prospect of an unusual harvest. The exports of specie this far in 1858 amount to \$13,171,423—being an excess over the same period in '57 of \$631,360. The accounts of the famous Col. Kinney's aspirations after fame and distinction at San Juan, and his flight on board the United States ship-of-war *Jameson* to escape the wrath of the Mosquitoes, are rather amusing. He seems resolved "to do or die" in Nicaragua, and is very anxious to ascertain the real objects of this new meddler in Central American affairs, and to intimate to him politely that his interference is not wanted and is disagreeable. Very little new sentiment towards this country are attributed to this Spanish speculative diplomat. It would be more exactly to send him to the place of banishment of Nicaragua and the Costa Rican President, that they run a great risk, if they follow Bell's advice, of having their fingers pulled the chestnuts out of the fire for Mr. Bell and his friends to eat.

The mortality returns for the week show a total of 442 deaths, being an increase of 40 as compared with the previous week. The following is a comparative statement:

Week ending May 22: Men, 97; Women, 89; Girls, 402; Total, 568.

" " 29: " 113; " 110; " 422; " 645.

Increase: " 16; " 21; " 20; " 77.

The last week in May closes on the very dull and heavy money market, and with marked stagnation in every branch of business. The current rates for money are quite unchanged, with the exception of a tendency of greater ease in call loans on deposits of first rate securities. The paper which is the banks' affliction is distressingly scarce, but what there is of it is eagerly sought at up to 4 per cent per annum. The late report of the Treasury to-morrow will doubtless show an increase in loans owing to the release of \$3,